

The Hongkong Telegraph.

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WEDNESDAY, JUNE 1, 1904.

三拜禮

號一月六英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 9,310,000

Head Office: YOKOHAMA.

Branches and Agencies:

TOKIO. KUBE
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LD.

PARKS' BANK, LD.

THE UNION OF LONDON AND

SMITHS BANK, LD.

HONGKONG BRANCH.—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

On fixed deposits for 6 months at 4 per cent.

On fixed deposits for 3 months at 3 per cent.

TARO HODSUMI,

Manager.

Hongkong, 11th March, 1904.

HONGKONG AND SHANGHAI

BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$16,500,000

STERLING RESERVE.....\$10,000,000

SILVER RESERVE.....\$6,500,000

RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

E. Goetz, Esq.

Hon. W. J. Gresson.

A. Haupt, Esq.

H. Schubert, Esq.

E. Shellm, Esq.

Chief Manager:

Hongkong—J. R. M. SMITH

Manager.

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 1/2 per cent. per Annum.

For 12 months, 4 1/2 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 18th May, 1904.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2

PER CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1904.

THE NATIONAL BANK OF CHINA,

LIMITED.

Authorized Capital.....\$1,000,000

Paid up Capital.....\$324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq.

Creasy Ewens, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed.....5 %

Hongkong, 4th February, 1904.

THE

DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin. Hankow.

Tientsin. Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th April, 1904.

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:

1, WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

BRANCHES AT

SAN FRANCISCO, WASHINGTON,

MEXICO, MANILA, SHANGHAI, SINGA-

PORE, YOKOHAMA, BOMBAY,

CALCUTTA

AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL

BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED,

UNION OF LONDON AND SMITHS BANK, LTD.

CREDIT LYONNAIS, DRESDENER BANK,

COMPTON NATIONAL D'ESCOMPTE

DE PARIS, &c.

THE Corporation transacts every Descrip-

tion of Banking and Exchange Business,

receives Money in Current Account and issues

Fixed Deposit Receipts either in Gold or

Silver at Rates which may be ascertained on

Application.

HONGKONG BRANCH:

20, DES VŒUX ROAD CENTAL.

CHARLES R. SCOTT,

Manager.

Hongkong, 14th December, 1903.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.

SUBSCRIBED CAPITAL.....5,000,000

PAID-UP CAPITAL.....2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

THE Bank purchases and receives for collec-

tion Bills of Exchange drawn on the above

places, and Sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 1/2 per Annum Fixed Deposits for 3 months.

4 1/2 " " " " " " " "

5 1/2 " " " " " " " "

H. C. MARSHALL,

Acting Manager.

Hongkong, 17th May, 1903.

THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHARE-

HOLDERS.....£800,000

RESERVE FUND.....£800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

" " " " " " " "

" " " " " " " "

T. P. COCHRANE,

Manager.

Hongkong, 19th May, 1904.

CHEMICAL FOOD.

SPECIALLY PREPARED

ACCORDING TO

DR. PARRISH'S FORMULAE.

HIGHLY RECOMMENDED FOR YOUNG

AND DELICATE CHILDREN,

especially in producing Bone and Tissue,

which so many Children in the East suffer

from want of.

IN BOTTLES, 50 Cents, 80 Cents, and \$1.25.

FLETCHER & Co.,

THE PHARMACY,

房藥 14, QUEEN'S ROAD CENTRAL, 法中

Hongkong.

A. STEVENSON,

Chemist.

Hongkong, 26th May, 1904.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI.....	BALLAARAT.....	About 2nd June	Freight and Passage.
	C. K. Loagden, R.N.R.....		
LONDON, &c.....	SINLA.....	June 4th, Noon.	See Special Advertisement.
	F. R. Summers.....		
YOKOHAMA VIA SHANGHAI, MOJI and KUBE (Passing through the Inland Sea).	SARDINIA.....	About 10th June	Freight and Passage.
	C. C. Talbot, R.N.R.....		

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 1st June, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
OLDENBURG.....	SATURDAY, 4th June.
SACHSEN.....	WEDNESDAY, 8th June.
ZIETEN.....	WEDNESDAY, 22nd June.
SEYDLITZ.....	WEDNESDAY, 6th July.
ROON.....	WEDNESDAY, 20th July.
PREUSSEN.....	WEDNESDAY, 3rd August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 17th August.
PRINZ HEINRICH.....	WEDNESDAY, 31st August.
GNEISENAU.....	WEDNESDAY, 14th September.
BAVERN.....	WEDNESDAY, 28th September.

ON SATURDAY, the 4th day of June, 1904, at Noon, the Steamship "OLDENBURG," of the NORDDEUTSCHER LLOYD, Captain R. Troitzsch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on THURSDAY, the 2nd June, Cargo and Specie will be received on Board until 5 P.M., on FRIDAY, the 3rd June, and will be received at the Agency's Office until NOON, on FRIDAY, the 3rd June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
HONGKONG, 25th May, 1904.

MELCHERS & CO.,
AGENTS.

Intimations.

LANE, CRAWFORD & CO.,

SOLE AGENTS.

DELICIOUS

WITH

FRUITS,

SWEETS,

TEA,

COFFEE, &c.



PRESERVED

IN ALL

ITS

NATURAL

RICHNESS.

— PRICES —

Quarter tins 30 c., Half tins 40 c., One tins 60 c.

Hongkong, 10th May, 1904.

COOLALTA WINES.



FROM THE
CELEBRATED COOLALTA VINEYARDS,
New South Wales.

These Excellent Wines are strongly recommended to
Invalids.

Telephone
No. 76.

BURGUNDY EXTRA QUALITY.
CLARET, FULL BODY, EXCELLENT FLAVOR.

CALDECK, MACGREGOR & CO.,
SOLE AGENTS.

Hongkong, 5th May, 1904.

Intimations.

The King

among scientifically condensed foods is Bovril. In the smallest possible bulk Bovril has every virtue a true food should possess—it is nourishing and strengthening—it is a stimulant and a warmth-giver; and, besides being very appetising, is thoroughly digestible. Bovril is a great help to the cook, too.



JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidsuru, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujimotana, Hokoku, Honda, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokura and other Coals.
S. MINAMI, Manager, Hongkong.

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER,
Proprietor.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms. Monthly Boarders accommodated on very moderate terms.
For Particulars apply to

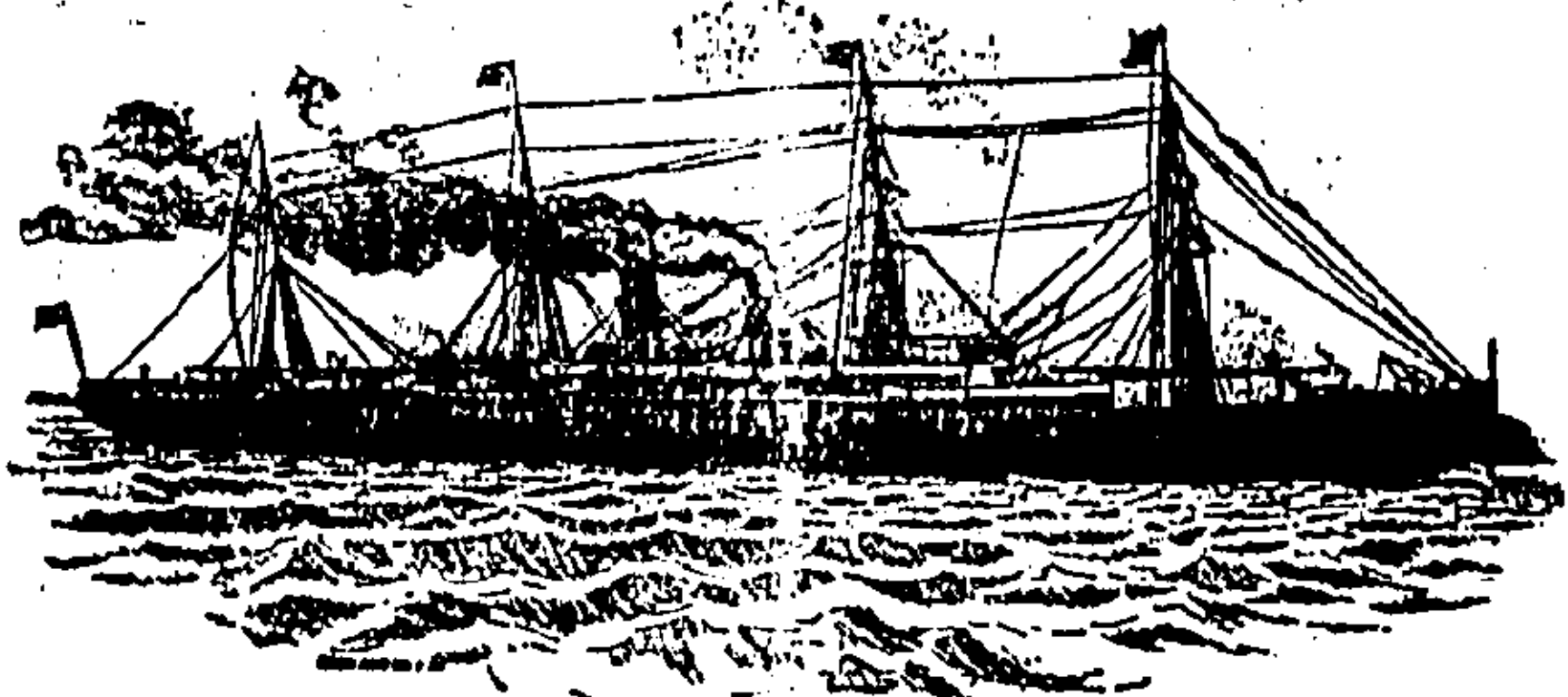
T. E. MANAGER.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	4,205 Gross Tons.	SATURDAY, 4th June, at Daylight.
"MONGOLIA"	"	THURSDAY, 10th June, at Noon.
"OHINA"	5,060 "	TUESDAY, 28th June, at Noon.
"DORIO"	4,784 "	SATURDAY, 6th July, at Noon.
"SIBERIA"	11,284 "	THURSDAY, 21st July, at Noon.
"COPTIC"	4,352 "	TUESDAY, 2nd August, at Noon.
"KOREA"	11,276 "	SATURDAY, 13th August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via AMOY, KEELUNG, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 4th June, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.
Southern Route: passengers enjoy out-door life throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.
Sailings positively on schedule date.

For further information, apply to the Agency of the Companies, Queen's Building, Hongkong, 1st June, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY.	SPEED.	PUNCTUALITY.
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.		
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).		
R.M.S. "EMPERESS OF INDIA"	6,000 Tons.	WEDNESDAY, 22nd June.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 13th July.
"ATHENIAN"	2,440 "	WEDNESDAY, 20th July.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 3rd August.
"TARTAR"	4,425 "	WEDNESDAY, 10th August.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 24th August.

Hongkong to London, 1st Class, £40. Via St. Lawrence £60. Via New York £62.

Steamers, and 1st Class Rail £40. " " £42.

THE INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 10 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

HONGKONG, 1st June, 1904.

HAMBURG-AMERIKA LINIE.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOVIA	HAVRE, BREMEN and HAMBURG.	14th June. Freight.
Furck	(Calling at S'PORE, PENANG & COLOMBO).	
BATAVIA	HAMBURG (DIRECT).	28th June. Freight.
Dempwolf	(Calling at S'PORE, PENANG & COLOMBO).	
NURNBERG	HAVRE and HAMBURG.	6th July. Freight.
Jaburg	(Calling at SINGAPORE and PENANG).	
C. FERD LAEISZ	HAVRE and HAMBURG.	26th July. Freight.
Sachs	(Calling at S'PORE, PENANG & COLOMBO).	
BADENIA	HAVRE and HAMBURG.	10th August. Freight.
Roerden	(Calling at S'PORE, PENANG & COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 1st June, 1904.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
59, Queen's Road, Central,
Hongkong, 1st January, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

DR. M. H. CHAUN,
37, DES VUEX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd January, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.		
S.S. "HONAM"	2,363 tons.	Captain R. D. Thomas.
" " "POWAN"	2,338 "	" " "G. F. Morrison, R.N.R.
" " "FATSHAN"	2,260 "	" " "W. A. Valentine.
" " "HANKOW"	3,073 "	" " "B. Branch.
" " "KINSHAN"	2,860 "	" " "J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

S.S. "HEUNGSHAN" 1,998 tons. | Captain H. D. Jones. |

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons. | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

S.S. "SAINAM" 588 tons. | Captain J. Willox. |

" " "NANNING" 569 " | " " "C. Burchart. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th May, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS AND MACASSAR	First half of June	JAPAN VIA SHANGHAI	First half of June
TJILATJAP	JAPAN	First half of June	JAVA VIA SINGAPORE	First half of June
TJIMAHI	JAPAN	Second half of June	JAVA VIA SINGAPORE	Second half of June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

ALEXANDER BUILDINGS, 3rd Floor.

Hongkong, 30th May, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,

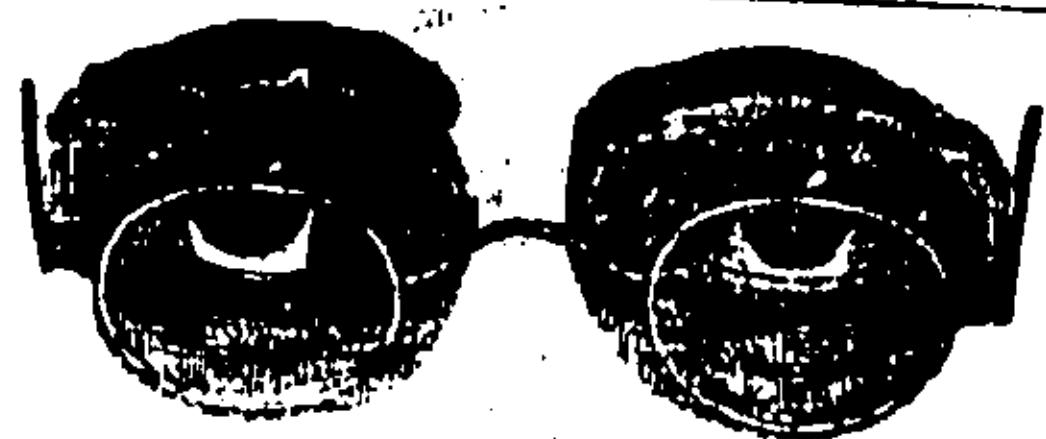
AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.
PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.
Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are useful and give the effect of coolness.
Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,
Wancho's Building.

Hongkong, 10th January, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Sulfuric Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

[595]

Hotels.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND
BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 19th May, 1904.

Intimations.

RUSSO-JAPANESE WAR FUND.

(1) Providing additional Comforts in Hospital

TREATING ALL SICK AND WOUNDED

from the War.

(2) In aid of the FAMILIES OF JAPANESE

KILLED in the War.

IT is proposed to close the above Fund on

SATURDAY, 4th June, 1904, and intend-

ing Subscribers are therefore requested to

kindly notify the Undersigned on or before

that date.

J. R. M. SMITH,

Hon. Treasurer.

Hongkong, 28th May, 1904.

ROYAL AERATED WATERS

MANUFACTORY.

PRODUCE the highest Class AERATED

WATERS in the Far East on account of

their High Class Machinery and also of the

superior ingredients they use in the manufacture

of their goods, and the cleanliness, &c., are all

under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and

HINCHLIFFE, LIMITED, Aerated Water

Engineers and Chemists, Manchester, visited

our factory recently in the course of a tour

amongst Eastern Aerated Water Makers, and

was greatly surprised at the compactness of our

factory and also the methodical way in which

everything pertaining to the making of Aerated

Waters was carried out. He also expressed him-

self strongly on the absolute cleanliness of our

whole establishment, which he assured us was

equal to any he had yet visited and superior

to a great many. He also reported that the

quality of our goods was of a first class nature,

and they showed that scrupulous care was

exercised in the course of their manufacture.

Order Books and Price List. Please apply to

FACTORY and OFFICE, West Point, Tel. 567.

Depot, Ice House Street: Tel. 374.

DR. V. DANENBERG & F. DANENBERG,
General Managers.

Hongkong, 20th May, 1904.

WE beg to inform the Hongkong Public

that we have taken over the business of

MESSRS. GIRAULT & Co., at No. 5, QUEEN'S

ROAD, CENTRAL, and trust that the numerous

patrons of our predecessors will continue to

favour us with their orders. The goods sup-

plied by us are of the first quality, and in re-

cognition of our reliability we have been ap-
pointed contractors for the supplies necessary to

the French warships calling at this port. Being

in touch with the leading growers in France

Intimations.

THE CHINA LIGHT & POWER COMPANY, LIMITED.

THE THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Company's Office, No. 14, Des Voeux Road, Victoria, on THURSDAY, 9th June, 1904, at 11.30 A.M., for the purpose of receiving Statement of Account and the Report of the General Managers for the year ending 29th February, 1904, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from Monday, 5th, to Thursday, 9th June, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 11th May, 1904. [672]

NOTICE.

MADAME FLINT & Co. beg to notify their clients that they have secured more commodious premises, (No. 4, DES VOEUX ROAD, next door to the HONGKONG BANK) and will move therein this week. During this period they will be compelled to close business, but the appointments made with Ladies for Dresses will be kept at the old address, CONNAUGHT HOTEL.

Hongkong, 31st May, 1904. [673]

NOTICE OF REMOVAL.

THE OFFICES of the Undersigned have this day been REMOVED from No. 36, QUEEN'S ROAD CENTRAL to ALEXANDRA BUILDINGS.

EWENS & HARSTON, Solicitors.

Hongkong, 30th May, 1904. [667]

THE ROBINSON PIANO

Co., Ltd.,

INVITE INSPECTION OF SOME

SPECIALLY FINE SAMPLES

OF

UPRIGHT PIANOS

RACHALS, STUART,

&c., &c., &c.,

— AND —

BABY-GRANDS,

BY

WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 13th May, 1904. [39]

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1903.

MEE CHEUNG, PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 1st ICE-HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to receive, as heretofore, ALL PHOTOGRAPHIC ART PRACTISED in the Colony or in any part of the Far East.

GROUPS and VIEWS

at speciality.

Hongkong, 27th November, 1904.

Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUERS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager. Hongkong, 20th May, 1904. [643]

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAVABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS:—2, ICE HOUSE ROAD,

W. STUART HARRISON,

A.M.I.C.E.,

Manager.

Hongkong, 12th April, 1904. [61]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

TRONGATE, British barque, A. Hutton, Master.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than the Rates (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

A PROJECTED CONQUEST OF JAPAN.

BY ENGLAND AND RUSSIA IN 1776.

(A. Germain LeFevre-Pontalis in the *Journal des Debats* of April 8th.)

(Translated for the "Singapore Free Press.")

England and Russia amicably sharing between them the Empire of the Rising Sun, Catherine II and George III establishing a Japanese condominium, and jointly supplanting Shogun and Mikado, can we believe that the end of the eighteenth century narrowly missed witnessing such an unsuspected cast of fortune? Fact or dream, a fantastic outgrowth of a diplomatist's brain, or a plan roughly sketched-out, concern about an intention of the kind did actually, for a time, set chancelleries and cabinets on the alert, spies to work, and adventurers scouting. The present moment gives the recollection of this shadow-hunt a curious retrospective interest.

In the summer of 1776, the second year of American independence, third year of the reign of Louis XVI, there arose an inquiry of a most exciting kind. An *entente cordiale* between England and Russia, already known and settled, in the watching of which French diplomacy was exhausting itself at the time, concealed, it would seem, a most sensational project. This combination, actually concocted by Pitt and Potemkin, which had narrowly missed securing the co-operation of a Muscovite army in the colonial war in the new world, and setting Washington to fight with Souvaroff or other, ended in an enterprise of quite another character, intended to astonish the world,—the conquest of the Japanese Empire and its storied islands, closely shut up, with whose products and resources Holland, ever since the famous expulsion of foreigners in 1641, was left the sole and exclusive trafficker.

It was the period of gentle torpor and general sleepiness when the distant power of the Far East, relieved from the intestinal struggles which had again so severely shaken it about the time of the Reformation in Europe, had become languid amid a material prosperity, continually increased by the Shoguns of the dynasty of the great Iye-Yasu. These men were carried into power, at the end of feudal upheavals, both heroic and sanguinary, which would have delighted the heart of Froissart to relate. By the end of the sixteenth century, the famous encounter at Sekigahara rendered them practically masters of the land of Nippon, as against their other rivals, in the decisive eclipse of the Mikados, the heretic descendants of Amaterasu goddess of the sun, and progenitors of the imperial family. The national riches, promoted by them, and reaching their height under the peaceful and beneficent rule of Yoshie-Mune, the popular monarch, who was called "the Rice-Shogun," much like the Bernais, attained stability under the rule of Iye-Haru, who reigned at Yedo (1742-1786). These enviable riches were without defence, were no protective curia, save the systematic isolation of the foreigner and the holding of him at arm's length, since the close shutting up of the islands by the law of exclusion, the most noteworthy law of the Shogun Iye-Mitsu, who had confined Japan, since the middle of the seventeenth century, in an artificial prison, whose walls did not fall till our own day.

"And I say that they have boundless stores of gold," was the prophecy of Marco Polo, the first revealer of those islanders, scarce dreamed of till then. At the word of that Venetian Herodotus, the caravels of Columbus and of the conquistadores were at once put in commission to seek Japan by one of the gradients of the globe. In the time of Catherine the Great, and of the Third George, the greed of gold revived. Japan, by the now classic route towards the sunrise, lay open for sudden bold adventurous attacks, as formerly did Mexico, with an abdicating sovereign, a people without arms, with its idols dumb, and with the secrets of its temples, and the treasures of its enchanted metal, to Ferdinand Cortez.

The secret of this scheme, a risky one to say the least, was let out by the secretary to the Russian ambassador in England, Count Mussin-Pushkin, during his stay in France, in the course of an interview, for the purpose of getting out of him something as to the existing relations between his Government and the Court of London.

The clever man who got hold of this information was Jean Benoit Scherer, a native of Strasburg, an orientalist, a scholar, and an occasional employee of the Russian Government, who had recently returned to Paris. Pensioned by Vergennes, author of several treaties on Russian advances in Asia, he was one whose solidity of character and technical knowledge put him in a better position than any one else, to understand and make use of what this indiscretion had put within his reach. He at once reduced to writing the main points of this conversation, with some personal explanations, and put the whole at the disposal of the Foreign Office. The document sleeps on there, its repose rarely disturbed, preserving evidence of the scheme, and giving it at least the right to be inscribed on the margin of the historic page.

According to information he had just collected, Russia, for some years, had been preparing herself for the conquest of Japan, taking as her base her possessions in Eastern Siberia, even then ready to extend themselves from the other side of the sea christened by Behring as far as an (increasing) part of the American continent.

Since the year 1768, especially curious and important preparations without discernible object, it seems, had been going on at Okhotsk, the most southerly harbour of these regions,

Or Sekigahara. Battle fought near Lake Biwa, 1600 A.D.

"with as much speed as secrecy." Less than two years before, in 1774, "without any apparent necessity" 14,000 "Zaprove Cossacks," and a number of sailors had been despatched to that district. An unusual activity in naval construction had been displayed in all the ports of the Northern Pacific, deprived as they were, for thirty years still, of all direct communication with the maritime routes from Europe. Finally, in the interior of Siberia, at Irkutsk, a school of Eastern languages had been established, whose purpose might be guessed without difficulty—a school where there appeared Japanese, "clever and learned men," on whose part "much affection for Russia" was displayed. To these armaments, to these careful preparations on Russia's part, England had just offered directors and officers, with a pilot at once unexpected and superannuated, the famous navigator, James Cook.

Without equal as a navigator and as a leader of men, by his two recent voyages across the void of the South Seas, circumnavigator after the manner of Columbus and Magellan, by the fringe of the Australian continent, and the threshold of the terrors of the Antarctic, James Cook was at this very moment, in July 1776, sailing from England on a third voyage, the end of which he was not to see, with two ships whose names are emblematic of the whole man and his character, the *Resolution* and the *Discovery*.

Now, from one point of his course, this time directed towards the discovery of the North-West passage, Cook in making towards the northern lands of Asia, had received instructions, it was alleged, to touch at the Siberian establishments, there to advise the completion of the preparations in progress, and finally to take in hand the maritime operations in the difficult parts of the Tartar Channel and the Korean Sea. Elsewhere, a "blind" was engineered for the continent. As for the preparations of Europe, the diplomat in question stated, not without a touch of the picturesque in his diction that "England undertakes to clear away the obstacles that might turn Russia away from this scheme, and to amuse Germany, if that were necessary, by raising a war through her allies." To a joint aggression so unforeseen, what obstacles could be offered in a hurry, at such distances, at the very Back of Beyond, with Cook already on his way to the Cape, under the Trade winds, taking his secret with him?

A curious coincidence put into the power of the French Government an irregular force of the right kind to a face up to this conjuncture and defeat the project. Chance had even already placed the person involved half way in the place of the possible meeting. A wild, improbable, prodigious career was that of Maurice, Count Beniowski! Known to history through his attempts on Madagascar, a land watered by his blood, a Manfred in other aspects of his lot, he is the embodiment of a bold and adventurous type of man, seemingly born for the fate of a Drake or a Mazeppa.

A Stovague of Hungary, an officer of the Empire, a privateer at Danzig, a Colonel in Poland—captured by the Russians, he found himself relegated in 1769 to the uttermost part of Siberia, to the Kamtskatka port of Bolshoretak. Having escaped from his place of captivity by means of a corvette, carried off with the Governor's daughter, he came in 1772, via Macao, India, and Madagascar, to France, where his romantic experiences placed him at once amongst the most conspicuous heroes in public notoriety.

Having first-hand knowledge of the Russian establishments in Asia, and being the undoubted and, so to speak, only explorer—15 years before the appearance of La Perouse in those latitudes—of the maritime route connecting the sea of Okhotsk with the Chinese waters, and having landed at several points on Japanese territory,—the author of the memorandum sent to Vergennes very naturally cast his eyes on the Beniowski, as the best qualified to undertake an adventure of the kind—to warn the Japanese empire of the danger that threatened it, and to organise its resistance to the same.

But who would go to hunt him up in Madagascar, where he had established himself three years before? What sea captain is to be found as adversary to James Cook, already in full sail towards the Equator? It is his rival in glory that will be raised against him—Bougainville. The fortunate and brave commander of the *Recherche* and *L'Entaille*, the first French navigator to put a girdle round the earth, the *demi-brader* of Tahiti with its coral strands, its wonders, and its delights, held a reputation well fitted to rival Cook on the new stage where a widening world-politic could bring them face to face.

Starting off for Madagascar, with the quota of light ships that were readily put under his charge, Bougainville there took up Beniowski. Thus prepared and commanded, the counter-expedition was able to get ahead of the English and Russian designs against the empire of the mysterious islands, on the countries of that fabulous gold.

"Which Japan ripens in its distant mines." Such was the aspect, to the diplomatists of 1776, of the Japanese venture, the traces of which thus survive. The feeling that its discovery was calculated to excite, so quickly allayed, seems to have provoked, for sometime longer, a prolonged distrust of that which the language of the time called "the secret of the Nations of England and Russia." At any rate, this recollection of an Anglo-Russian seizure of Japan, perceived and preserved by France, this resurrection of a scheme which might have turned Bougainville's guns on Cook in the Korean Strait or in the Bay of Yedo, causes to rise out of the mists of the past a vision—which almost seems millenarian—in which the supremacy of the farthest East might have been discussed between high masted frigates with large top-sails, and pot-bellied junks whose sails of matting were filled by the wind of the Yellow Sea.

Before Scherer's discovery, that is,

Intimations.

ESPECIAL OLD TOM GIN.

Marshall and Elvy's



DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES, Des Voeux Road.

Hongkong, 11th May, 1904. [668]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th August, 1903. [7]

A DELICIOUS BEVERAGE FOR SUMMER MONTHS.

JUST ARRIVED.

ROSES LIME JUICE CORDIAL and MONT SERRAT LIME FRUIT JUICE prepared from West India Limes. ENTIRELY FREE OF ALCOHOL, AND ALSO

Various kinds of SYRUPS: LEMON, RASPBERRY, ROSE, PINEAPPLE, &c., &c., &c.

H. RUTTONJEE,

No. 5, D'Aguiar Street,

or 36 to 38, Elgin Road, Kowloon.

Hongkong, 12th May, 1904. [72]

SAVARESSE'S SANDAL CAPSULES

Not made of Gelatine, most efficacious, because absolutely pure English Oil.

Full directions. All Chemists.

Inlet on Savarasse's.

To Let.

TO LET.

NO. 1, RIFON TERRACE in FLATS. No. 4, RIFON TERRACE. No. 17, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

"ROSENEATH," KOWLOON.

No. 3, CLIFTON GARDENS, CONDUIT ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 20th May, 1904. [576]

TO LET.

A HOUSE in KNUITSFORD TERRACE. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 25th April, 1904. [554]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436]

TO LET.

FIRST-CLASS FURNISHED ROOMS, with or without Board, close to Post Office and Banks.

Apply to—

N. N.,

No. 98, this Office.

Hongkong, 9th May, 1904. [599]

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD, Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 2nd May, 1904. [49]

TO LET.

IMMEDIATE POSSESSION.

FOR 18 MONTHS.

"LEIGHTON," THE PEAK. Apply to—

JEBSEN & Co.

Hongkong, 27th April, 1904. [559]

TO LET.

NO. 6, BARROW TERRACE, KOWLOON. Available 1st March. Apply to—

THE SAM WANG CO., LD.

Hongkong, 5th February, 1904. [518]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong

THE leading English Newspaper in China. Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.35
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. Each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

Intimations.



A. S. WATSON & Co.,
LIMITED.

NOTICE OF REMOVAL.

THE BUSINESS of the HONGKONG DISPENSARY is now being carried on in ALEXANDRA BUILDINGS, DES VŒUX ROAD.

The HOURS of BUSINESS of the HONGKONG DISPENSARY in its new premises are as follows:

WEEK DAYS... 8.30 a.m. to 6 p.m.

SATURDAY... 8.30 a.m. to 2 p.m.

SUNDAY... 10 a.m. to 1 p.m.

An Assistant will be on duty at all times to dispense prescriptions.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

Hongkong, 31st May, 1904.

TELEPHONE NO. 336.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.

Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.

Contract for New Tonnage on reasonable terms
with First-class Builders.

A large stock of Canadian Asbestos and
Asbestos goods kept.
Agents for Messrs. Allen & Sons, Electrical
Plant and Centrifugal Pumps.

Telegram Address: Telephone—No. 356.
"MARINKWORK."
Hongkong, 3rd May, 1904.

NOTICE
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Fouse Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MSs., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

BIRTH.
On the 24th May, at Singapore, (Victoria
Day), the wife of Mr. PERCY L. WAIT of a
daughter.
DEATH.
On the 17th May, at Bridge of Allan, N.B.,
in her 69th year, MARGARET BROWN SCOTT,
widow of the late Walter Scott, of Penang,
M.L.C.

The Hongkong Telegraph
HONGKONG, WEDNESDAY, JUNE 1, 1904.
THE HONGKONG BENEVOLENT
SOCIETY.

The eloquent request for assistance that
is made to-day in our columns by
the Honorary Secretary of the Hongkong
Benevolent Society is all-worthy of the atten-
tion of the numerous well-to-do and chari-
tably disposed residents of this Colony.
Hongkong possesses several wealthy organi-
sations that tender aid to the sick and im-
poverished Asiatic members of our community.
but the institution that forms the subject of
this appeal is the only one that devotes itself
exclusively to the assistance of the destitute
and suffering Europeans, who, through ad-
verse circumstances, are reduced to poverty.
Death, disease and misfortune strike blindly,
and the modest European bread-winners in
Hongkong are alike sufferers with the Asiatic
from those calamities, which oft at short
warning deprive a family of its means of
support. The public of this Colony has
always responded with admirable generosity
to the urgent calls on their charity, and we
are convinced that the present appeal will
meet with the practical and sympathetic
assistance of which this philanthropic orga-
nisation is so worthy.

LOCAL AND GENERAL.

H. M. S. *Sirius* left for Singapore yesterday
afternoon.

An old Chinese woman, was sent by Mr.
Kemp to six months' hard labour for allowing
her house to be used for immoral purposes.

Mr. Goodwin, a local amateur, has consented
to appear with Mr. Frear in his funniness at
the Theatre Royal on Saturday and Monday
next.

FOR illegally preparing opium, in contraven-
tion of the Opium Ordinance, two Chinamen
were this morning fined \$500 each by Mr.
Kemp, at the Magistracy.

It is reported that, on the 19th ult., a gang
of some forty armed Chinese, broke into a
mining kongsi at the 3rd mile on the road to
Cheras (Selangor) and succeeded in carrying
off about 3,000 cwt. of tin ore.

ON account of indisposition Mr. H. H. J. Gon-
pertz, Police magistrate, was unable to take his
seat in Court this morning. His cases were
therefore transferred to the Court of Mr. J. H.
Kemp, acting Police Magistrate.

AT about 8.15 a.m. yesterday, a coolie fell
from the top story of No. 353 Des Vœux
Road, West, and was killed. Deceased who
was employed in an oil shop at that address
had over-balanced himself while looking out of
the window, and fallen to the ground, a drop of
62 feet.

A NEW steamer of 12,000 tons has been launched
at La Ciotat for the Messageries Maritimes.
She is a twin-screw cargo boat and has been
named *Longor*. She was launched on the 9th
April. Three other similar boats are being
built for the same Company, and will be ready
shortly.

LO TAI and Chau Luk had a death in their
house at West Point, and did not want the
trouble and expense of a Chinese funeral, so
they took the dead body and dumped it in a
side alley. Fortunately Inspector Collett was
watching their operations, and this morning Mr.
Kemp fined them \$25 each.

MR. John Roberts and Mr. A. G. Stokes de-
lighted a large attendance of cuists at the
Bowling Club last evening when the ex-billiard
champion conceded to the local player 650
points in a game of 1,000 up. It proved a
capital match and some very interesting strokes
were witnessed. The principal breaks of the
evening were: Roberts—179, 116, 68, 75, 58,
52, 51, 47, 50, 51, and 44. Stokes—31, 61, 18,
17 and 17. At the close the local player's
score had reached 917 while Roberts had run
out with an unfinished break of 37. After
three of the games of 'pills' had been played,
Roberts gave an interesting exhibition of fancy
broken.

THE WAR.

AN EFFECTIVE BLOCKADE.

A Government *Gazette* Extraordinary
issued yesterday afternoon states:

It is notified by the Japanese Government
that an effective blockade has been pro-
claimed, from May 26th, of the coast of the
Liaoting Peninsula south of a line from
Pitsowo to Pulantien.

THE CAPTURE OF DALNY.

Mr. M. Noma, Consul for Japan, has for-
warded us the following official telegram:—

Tokio, May 31, 5.45 p.m.
General Oku reports that a detachment
occupied Dalny on May 30. Over 100 ware-
houses and barracks, besides the telegraph
offices and the railway station, were found un-
injured. Over 200 railway cars are available
for use; but all small railway bridges in the
neighbourhood have been destroyed. The
docks and piers are uninjured, except the
great pier, which was sunk. The steam
launches were also sunk at the mouth of the
dock.

REFUGEES CONTINUE TO COME
FROM DALNY.

According to the *Cheloo Daily News*, refugees
continue to arrive from Dalny and are mostly
employees of the Chinese Eastern Railway
who decided that life in the pretty but belea-
guered city was too strenuous for them, and lost
no time in leaving. A *Daily News* man took a
look at the craft which carried recent refugees
over. Two of the boats looked more like the
coal lighters which ply about the harbour than
like the picturesque junks of piratic lore, and
from the number of passengers which the little
fleet landed the trip must have been anything
but comfortable. Those interviewed were
ready and willing to give information, but their
stories were so much at variance that the
probability was completely obliterated. The
reporter talked with seven or eight of the
refugees, some of whom spoke sufficient
English to get along without the aid of an
interpreter. Three or four of them left the
impression that they had been pretty well
primed by some of their fellow travellers, the
burden of their song being the stereotyped
story of more Japanese disasters than have
been reported and the impenetrable defences of
Port Arthur. However, some things of in-
terest were elicited from them.

They report that in the attack on Port
Arthur by the Japanese May 20th, which was
referred to in the official Japanese dispatches
as a successful reconnoitring expedition, one
gunboat and two torpedo boats of the attack-
ing party were destroyed. The Japanese are
said to have approached the entrance of the
harbour with six or seven blockading ships,
which, however, were withdrawn under the
protection of their convoy. The entrance to
the harbour is said to be still open, and it is
asserted that the Russian fleet has emerged
from the basin during the last few days.

The Russian squadron at Port Arthur is
said to be in good shape, all the damaged
vessels except the *Retvizan* having been
patched up and put into serviceable condition.

Kinjaw (variously spelled), the point at which
the Japanese have been massing their forces
for some time, is stated to be invested by thou-
sands of Nippon's soldiers, three divisions,
estimated at 54,000 men, having landed in the
vicinity. The Russians are said to be very
strongly entrenched to the number of 30,000
and it is claimed will wipe the earth with the
advancing enemy, when the reinforcements
which it is apparent the Japanese are awaiting,
have arrived and the onslaught shall have fairly
begun.

Communication between Dalny and Port
Arthur is still intact, and Port Arthur papers
were received to the day of departure of the
refugees. Port Arthur, however, is entirely cut
off from the north. The details of the sea
attack on Port Arthur on May 20th were com-
municated to Dalny by telephone to various
private persons. Four vessels are lying at an-
chor in the harbour of Dalny, viz., the *Naga-
dan*, *Zen*, *Amur* and *Boris*. The story
brought down by a former batch of the re-
fugees as to the preparations for blowing up
the docks and piers is confirmed.

It is stated that two English engineers,
Messrs. Soper and Maclean, were figuring on
leaving Dalny in a small sloop the day follow-
ing the junk's departure, and that they may be
expected in Cheloo at any moment.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by
Correspondents in this column.)

HONGKONG BENEVOLENT SOCIETY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
DEAR SIR,—The Committee of the Hong-
kong Benevolent Society desires to issue a
short appeal for funds which are urgently re-
quired to meet present needs. Within the last
three years many of the Society's supporters
have left the Colony and very few regular sub-
scribers have taken their places. The Com-
mittee feel sure that the good work done by
the society is generally recognised, and that it
is only necessary for an appeal to be made for
it to be met with a ready response on the part
of many who have not hitherto been approached.
The regular monthly expenditure of the
Society is \$170 50, of which \$145 50 is spent on
maintaining at school the deserving orphans,
and \$25 is spent on providing food and shelter
for the destitute and starving. In addition to
this there has been during the current year an
average monthly expenditure of \$54 76 on
passages, clothing, medicines, and temporary
relief to deserving cases, when very often a
small sum judiciously expended, has tided over
a difficulty and enabled the recipient to make
a fresh start. The condition of membership is
a subscription of not less than \$12 per annum.
This gives the privilege of recommending cases
for investigation by the Committee.

Subscriptions are now urgently required as
the number of annual subscribers has dwindled
to about fifty and the Society is compelled to
draw upon its small reserve fund, and unless
this appeal is generously responded to, may
have to face the necessity of discontinuing the
support of several of the orphan children under
its care. Subscriptions will be thankfully
acknowledged by the Hon. Treasurer, Mr. John
Hastings, 11, Leadenhall Street, London, E.C. 3.
ROSE COMPERIZ,
Hon. Secy.
Hongkong, 31st May, 1904.

TELEGRAMS.

"HONGKONG TELEGRAPH"
SERVICE.

THE WAR.

THE BATTLE OF KINCHOW.

PRINCE FUSHIMI LEADS
MAIN ATTACK.

(From Our Own Correspondent.)

YOKOHAMA, 1st June,
10.50 a.m.

At the battle of Kinchow the
First Division, commanded by Prince
Fushimi, which was thrown against
the Russian trenches and captured
them after a prolonged struggle,
suffered terrible loss.

THE FRONTAL ATTACK.

WHY IT WAS MADE.

This frontal attack on the central
and strongest position on the Russian
line was necessitated by the repeated
counter-attacks, and intolerable pres-
sure of the enemy on the left wing
of the Japanese army.

JAPANESE OCCUPY DALNY.

RUSSIANS WRECK THE TOWN.

The Japanese troops have occupied
Dalny.

Before retiring to Port Arthur the
Russians wrecked the wharf, railway
bridges and several buildings, and the
gunboat *Bohyn*, which was in port,
was blown up by her commander.

[The *Bohyn* was a gunboat of 950 tons and
carried 13 guns.—E.P., H.K. T.]

COSSACKS IN KOREA.

JAPANESE COMMUNICATIONS
HARASSED.

Several bands of Cossacks are
raiding Korea and harassing General
Kuroki's communications with his
base.

REFUGEES FROM DALNY.

DEATH OF MR. SOPER.

FOUL PLAY SUSPECTED.

(From Our Own Correspondent.)

WEIHAIWEI, 1st June, 1904,
10.6 a.m.

Mr. Soper, an English engineer
in Russian employ, left Dalny with
two Russians in his own yacht on
the 26th ultimo.

The boat arrived here on Monday
and the Russians report Mr. Soper
fell overboard and was drowned
during the voyage.

A strong suspicion exists that there
has been foul play.

Opium for China.

(From Our Own Correspondent.)

CALCUTTA, 1st June, 1904.

The sixth opium sale of the year
realised very low prices, viz.,

Patna, ... Rs. 1,630

Benares, ... " 1,450

being a decline of Rs. 120 and Rs.
240 per chest, respectively, as com-
pared with the prices fetched at the
fifth sale.

The usual quantities of 2,000
chests each quality were sold.

THE STRAITS CURRENCY.

The Resident General of the F. M. S. writes
in his report for last year: In matters relat-
ing to the currency, the States are following the
lead of the Straits Settlements. The coinage
and distribution of the new Straits Settlements
dollar is proceeding as quickly as circumstances
permit, and when a sufficient supply has been
provided the British dollar, 1895, and the Mexi-
can dollar will be demonetised and cease to be
equal to the standard coin. It will then be
possible to maintain a fixed sterling rate for
the standard coin. In the interest of these
States, where the balance of trade is so decided-
ly in favour of exports, the main article of ex-
port being tin for the European and American
markets, the price of which in those markets is
not influenced by the rate of exchange, and
where the obligations to gold are small, it is to
be hoped that the permanent currency of the
States will be the sterling pound.

TELEGRAMS.

(Reuters.)

The Tibet Expedition.

LONDON, 30th May.

The *Daily Mail* correspondent at Chumbi
wires that Lieut. Garstin and three Sepoys
were killed, and Capt. O'Connor, Lieutenants
Mitchell and Walker, and nine men wound-
ed on the 26th inst. whilst clearing a village
which the Tibetans were fortifying near the
Mission's Camp. The Tibetan losses were
heavy.

The Cape Chinese Exclusion Bill.

The Governor of the Cape has withheld
his assent to the Chinese Exclusion Bill,
awaiting His Majesty's pleasure.

The United States and the War.

Washington Government advises dwell on
the terrific power of the Japanese. Simose
powder, the composition of which is a secret.
The results of the explosions of the Japanese
shells have astonished the United States
Army observers.

LATER.

The War.

Reuter's Mukden correspondent tele-
graphs that Cossacks are harassing General
Kuroki's rear, hence the present suspension
of the Japanese advance.

"STAR" FERRY CO., LD.

ANNUAL MEETING.

The sixth ordinary annual meeting of the
"Star" Ferry Company, Limited, was held at
noon to-day. Sir Paul Chater, chairman, presid-
ed. There were also present Messrs. N. A.
Siebs, A. Raymond, I. P. Madar, D. D. Now-
rojee, H. Schubert and E. Osborne (secretary).
The Chairman said:—Gentlemen—The
report and accounts having been in your hands
for several days I will with your permission take
them as read. The net profit for the past year
shows a considerable increase on those of the
previous period, as the result of increased traffic
combined with a diminution in working expen-
ses, more especially in the cost of coal, included
in the profit and loss balance is a sum of \$36,550,
which represents the difference between the
written down value of the *Guiding Star* and
Morning Star and the price at which they were
sold. This might appear at first sight as profit,
but in reality it represents (at least to a large
extent) the accumulated savings of previous
years which have been written off the boats, and
which were consequently of greater value than
they appeared in the book; and in view of this
it is proposed to distribute, in addition to divid-
end, a bonus of 4%, which, however, should not
be regarded in any sense as dividend in dis-
guise, as there is at present nothing to justify
anticipations of a regular 22% return on capital.
With the new boats, the first of which is expect-
ed to be ready within the month, it is proposed
to inaugurate changes in the time table which
will still further improve the service; for your
directors, whilst regarding dividends as the
main object of the Company, are alive to the
necessity for continual improvement, and they
think that in a business of this nature it pays
shareholders best to satisfy public requirements.
Arrangements are practically concluded by
which the Ferry Wharf at Kowloon will be
moved further to the south, opposite a new 100-
foot road leading direct to Robinson Road,
which will doubtless be welcome news to Kow-
loon residents who will then no longer have to
thread their way through a mass of cargo work;
and advantage will be taken to build a wharf
more suitable to the requirements of the Ferry.
Dividend warrants can be had on application
at the Company's office at Kowloon where it
has been recently moved to.

The report and account were adopted.
Mr. N. A. Siebs, director, was re-elected, on
retiring.

Mr. W. H. Potts was re-elected auditor.

A STOWAWAY.

Charles Regan, a seaman, unemployed, was
charged before Mr. Kemp this morning with
stowing away on-board the *s.s. Belgian King*,
at Singapore, and thus obtaining a passage
thence to this Colony without the knowledge
or consent of the owners, captain or agents of
the steamer. It appears that the defendant
had been a seaman on the *Belgian King* but
was discharged in Singapore, when he subse-
quently stowed away on that vessel and came
to Hongkong. It was suspected that he man-
aged to do so with the connivance of some of
the members of the crew, but there was not
sufficient evidence to prove this. Prisoner was
sent to hard labour for three weeks.

SHIPPING AND MAILS.

MAILS DUE.

English (*Ballaarat*) 2nd inst.
German (*Oldenburg*) 3rd inst.
Australian (*Changsha*) 4th inst.
Indian (*Lalanga*) 6th inst.
Australian (*Australian*) 6th inst.
American (*Mongolia*) 7th inst.
American (*America Maru*) 7th inst.
German (*Seydlitz*) 8th inst.
Australian (*Chingtu*) 11th inst.
Canadian (*Empress of India*) 15th inst.

The Boston S. S. Co.'s *s.s. Tremont* arrived
at Yokohama on 28th ult.

The Boston Towboat Co.'s *s.s. Lyra* left
Victoria, B.C., for usual ports on 31st ult.

The C. P. R. Co.'s *s.s. Tarkie* left Yokohama
on 31st ult., for Victoria and Vancouver.

The Shire Line, *s.s. Monmouthshire* left
Shanghai yesterday afternoon, and is due here
on 3rd inst.

The Imperial German Mail *s.s. Oldenburg*
arrived at Yokohama on 28th ult., and may
be expected to leave for Hongkong on 3rd inst.

PUNJON MINING CO., LTD.

IMPORTANT MEETING.

More than ordinary interest was exhibited by
holders of 'Punjons' at the seventh general
meeting of shareholders to-day, by reason of
the consideration of the future financial
arrangements for carrying on the company.
The meeting was held at eleven o'clock at 13,
Beaconsfield Arcade, when there were present
Messrs. R. C. Wilcox (chairman), W. Kerfoot
Hughes (director), A. R. Lowe (acting secre-
tary), S. A. Joseph, H. C. Wilcox, R. Walpole,
T. F. Hough, E. W. Terry, J. McCubbin, A. H.
Ribeiro, E. Kadoorie, J. R. Michael, R. A.
Ferguson, Max Michael, and Kong Kum.

The acting secretary having read the notice
convening the meeting,

The Chairman said: Gentlemen,—The re-
port and statement of accounts, together with
the Manager's report, have been in your hands
for some time, and with your permission, I
propose to take them as read. You will no
doubt all have read the report by Mr. Warford
Lock, the Manager of the Raub Australian
Gold Mining Co., Ltd., on our concession with
a review of its prospects and capabilities. That
report we believe to be a thoroughly impartial
document, and a further guarantee for the
soundness of its conclusions is to be found in
the fact that Mr. Lock was accompanied during
his survey by Mr. Scrivener, the Federal Gov-
ernment's geologist. The Board have to
regret that later efforts to develop the field
of operations proved so unsuccessful. In the light
of Mr. Lock's exhaustive report, this is not so
much to be wondered at. As shown in paragraph
23, the best development at any time was un-
doubtedly at Jalis. Yet even there it must be
admitted that the thousands of feet of driving and
cross-cutting signally failed to prove the exis-
tence of a permanent and payable body. Mr.
Lock significantly adds:—"There seems to have
been no main fissure, or joint, or contact plane
on which a strong lode could form." This un-
renumerable work has brought our funds to so
low a point that it was deemed necessary to
send instructions to the mines to "shut down"
before our resources were exhausted. At the
same time it was thought advisable, before pre-
sents a statement to the shareholders, that
we should obtain a thoroughly reliable and
independent report, on the concession, both in
order to explain, if possible, the reasons for the
constant giving out of payable patches of ore,
and also to enable the shareholders to form an
intelligent idea of the true position of affairs,
so that they would be able to come to a decision
as to the future of the Company on this
occasion. I do not propose to go now further
into detail in reference to the mines on their
working because we shall presently take occa-
sion to do this. I will, therefore, first ask you
to pass the report and statement of account
for the year ending 31st December last.

Mr. S. A. Joseph seconded, and it was agreed
that the report and accounts, as presented, be
adopted and passed.

DIRECTORS.

On the motion of Mr. McCubbin, seconded
by Mr. Terry, Messrs. R. C. Wilcox and W. K.
Hughes were re-elected as directors.

AUDITOR.

It was proposed by Mr. Kadoorie, and
seconded by Mr. Hough, that Mr. W. Hutton
Potts be re-elected as auditor.

Carried.

The Chairman:—Gentlemen, that business
having been disposed of we have now to con-
sider the future, but before making any propo-
sition or even laying before you the alterna-
tives that confront us, it would be well, I think,
you should hear what Mr. Hughes has to say
of his experience at the mines and of the result
of his observations, which I am sure he will
give you with great pleasure.

THE MANAGER EXPLAINS.

Mr. W. Kerfoot Hughes then addressed the
meeting. He said:—Gentlemen, I think we
might usefully pass over the subjects referred
to by Mr. Lock in the first part of his report,
for the reason that it deals with matters which
do not immediately concern us. I agree with
Mr. Lock regarding the mode of future treat-
ment of the clayey surface subsoil at Kalum-
pong and at Swah. The work should be done
as suggested in paragraphs 28 and 29 in a
puddling machine, erected on the spot, there
being abundance of water at both places. The
hill at the North end of the Swah valley which
divides this valley from the Bata valley is con-
sidered to be the line where the country as-
sumes a more normal character, and which
would form the southernmost limit of our future
field of operations, wherein genuine mining
development work would be done. I shall
therefore confine my observations to the central
zone of this area, and endeavour to prove that
the opinion given in Mr. Lock's report, para-
graphs 31 to 37, has seriously enough, since
neither authority ever met the other, been con-
firmed by a report which was written in 1890
by Mr.

prospect is one of the finest looking and most encouraging on the concession. The lode, as we must call it, measures 2 feet 6 inches in width, strikes almost due N. and R., and dips distinctly with clean walls 60° West. As elsewhere, the country rock is clay slate, much disturbed near the lode, on the hanging wall of which is the same felsitic rock more or less decomposed, which characterises the whole formation. The quartz too looks most favourable for gold, being stained iron and manganese and carrying a small quantity of pyrites disseminated through it. As elsewhere, however, this quartz shows an average of low auriferous grade, though samples from some parts give comparatively good results, which encourage one to continue exploration in hope of striking it rich at another part of its course. Northwards on the descent of the hill from Bukit Glangga this outcrop disappears, and that another lode is found at the head of a small stream known as Sungai Priau. Mr. Lock in his report, para 33, refers to Bukit Glangga as a large reef not less than 6 feet wide where it outcrops, but that not enough work had been done to convey a true impression as to the stability of the body, but that further work on it might be suspended till more promising points have been tried. No doubt Mr. Lock's reason for saying so, was owing to the collapse of the tunnel and to the dense overgrowth of jungle which obscured all trace of former workings. It was therefore impossible for Mr. Lock to see and judge of more than the very small portion of the reef quite recently exposed to view.

Referring to this reef, Mr. Becher further states that:—"Here again a fine mass of quartz is found three feet in thickness; striking N. W. S. E. and vertical. A short tunnel follows it to the hill side, at the mouth of which a good prospect of gold was got." Mr. Lock's report, para. 34, refers to this quartz reef as not being so large at the outcrop as the Bukit Glangga reef but is distinctly good looking stone. Samples from it were broken by him at two points, about 100 yards apart, which assayed 63 dwt. and 53 dwt. respectively. Mr. Lock continues by saying that this certainly merits being followed up and thoroughly prospected.

CHINDRAS.

Mr. Becher in referring to this district remarks:—"Another somewhat outlying district which, in my opinion, promises better than most parts of the Concession, is Chindras, which lies further East than the localities I have included in Bukit Sarang district, at the head of a tributary of the Tualang River, the valleys of which, too, are worthy of further attention as known to contain alluvial gold. At Chindras a party of Chinese tributaries have been streaming for about two years in a small way and near their workings is a very promising outcrop of the characteristic black slate and quartz formation almost similar to Jalis in appearance and which gave some very good samples in prospecting. This is known as Sungai Rawah." Comparing the above with para. 32 in Mr. Lock's report and from the appearance of the heavy reef gold brought in by the tributaries, up the present time, there cannot be a doubt that the matrix carrying such gold must be exceedingly rich and will be found by persistent development work, and this is what Mr. Lock suggests by desiring to see a systematic testing of what he describes as a very strong and permanent-looking quartz reef 3 to 4 feet thick, carrying much mineral and having well-defined walls.

Mr. Becher in conclusion refers to the Bukit Sarang district, which is situated at the head of the Tualang River and runs in a north-westerly direction. He adds:—"Bukit Sarang lode itself is one of the most disappointing of our discoveries, being strong and massive in appearance but of the poorest description of quartz. Still there has been much alluvial gold got in the valleys round about this outcrop and in the continuation of its strike North-Westwards, at a place called Gubau, the prospects appear more encouraging, and to the Eastwards of Bukit Sarang prospect workings have proved other powerful outcrops at Bukit Kota, Bukit Tuba and Sungai Kete; and the auriferous formation is traced in its extension North and Westwards to the vicinity of the limestone cliffs called Gua Sai and Gua Bama. In reference to these and other places Mr. Lock in para 37, also informs us that the list of already discovered lodes is by no means exhausted, in fact, that the northern portion of the estate, especially towards Gua, where a very striking limestone formation exists, is seamed with lodes. The Manager's annual report for last year, which is printed on page 2 of the Report now presented to you, para. 4 also tells you that the chief feature of the year has been the location of a large quantity of crushing stuff and of extensive alluvial deposits, in the Gua district. The discovery of two promising reefs, one at Bukit Peneh which is 2 feet 6 inches thick carrying good gold; and the other reef which is a distance of 14 miles to the South-East of it, and from which traces of gold can be obtained from any portion of the lode which is 7 feet wide.

GUBAU.

Here again Mr. Lock points out, in para 35 in his report, that quite pretentious work had been done, and that two tests were made by him of the shaft stone which is lying at grass in obscure heap, assayed 113 dwt. and 4 dwt. respectively, and adds, that it would be folly to neglect further investigation. Messrs. John Taylor & Sons, a distinguished firm of Mining Engineers in London, reported upon the Gubau district, and the shaft alluded to in Mr. Lock's report was the outcome of their recommendation. Messrs. John Taylor & Sons in their report stated:—"That the one and all important work that is strongly recommended to be vigorously proceeded with, is the sinking of a shaft on the Gubau lode, as the future of the mine depends on the development of the lode in depth. Small prospect drifts should also be put in at likely places, and prospecting work generally should be carried on because it is reasonable to expect the discovery of other

valuable reefs. The fact that the leaders and clay formation overlying the cap of the lode, have already produced nearly 500 ozs. of gold, augurs well for the future prospects of the Gubau Mine and the extensions of same, and is in itself sufficient inducement to incur the necessary expenditure for the erection of machinery, and for the developments recommended, seeing that the continuity of quartz in the vein shape has been proved for a length of 1,500 feet has already been fairly well proved by the different tunnels and workings thereon. We think that there is every probability of a successful mining enterprise being established at Gubau if our recommendations are carried out. The indications and facilities for economical development at Gubau (Mulumet and at Sungai Rusa) are also of a very encouraging nature, and fully justify further exploration at those centres." Assays made by them, of many samples taken from various parts of these workings gave very good results, the best was from two samples taken out of the upper tunnel at Mulumet, which gave 61.21 gr. and 20.25 gr. respectively. The highest of the Gubau samples was 202.4 dwt. 22 gr. being the average of two assays, made of ore broken in the No. 1 Main Cutting, the next was from the Intermediate level, which yielded 102.7 dwt. 18 gr. and 17 dwt. 23 gr. respectively for the two samples tried. There were besides 7 other samples taken from several places on the mine which gave 11 dwt. 10 gr., 9 dwt. 3 gr., 3 dwt. 22 gr., 4 dwt. 14 gr. and 1 dwt. 7 gr. for ton. The sample from Sungai Rusa assayed 5 dwt. 5 gr. It is true that you have heard from time to time of equally good, if not even of better, results than these, but you must remember that those were obtained from rich patches in the much disturbed auriferous land which we are now forced to abandon upon the assurance of a geological expert opinion, that it was unlikely, if not impossible, for a permanent lode or reef to exist, and which is confirmed by a sad experience, as we have signally failed to find any after many years of diligent search.

Now, gentlemen, you have heard the opinion of Messrs. John Taylor & Sons upon the Gubau, Mulumet and Sungai Rusa districts, and what Mr. Becher and Mr. Lock—two eminent mining experts—have had to say upon other portions of your Concession, the northern section of which contains many strong reefs as distinguished from the auriferous patches hitherto worked southwards, where our attention has been concentrated and, as you have heard, where it was unlikely that a permanent or strong lode could form. These opinions seem to be sufficiently encouraging to warrant a further test in the more settled country in the north, but what the result of such a test would be, I am not expert enough to tell, though from the appearance of the various outcrops and reefs referred to, which I have been to see, examined, and questioned the miners in regard to them, I am not afraid, personally, to venture on this new enterprise and to put money and work into it, and can hardly imagine that you will willingly allow your claims and chances of future profit to lapse without an attempt to at least prove the most important of these reefs. I may add that the Government of Pahang are at present favourable to an initiation of an active policy in genuine development work, and would probably be disposed to grant State aid to carry on *bona fide* mining work, provided we can show that we have the working capital necessary to develop some of these reefs. The question therefore resolves itself into this. Are you prepared to go on, or are you going to allow some other Company to develop these reefs, discovered during years of costly work which has been done at your expense?

A QUESTION OF SURRENDER.

The Chairman:—Gentlemen, you have now heard what Mr. Hughes had to say about your property. He has compared the remarks of Mr. Lock on the promising country with earlier authorities, and has found in them strong points of agreement. You now know, as well as the Directors can know or can tell you, the best and worst of your property. It remains for you to say what you will do with it. Before I go further, however, it may be as well to remind you that our impetuous condition had not brought us to a full stop, the attitude of the Pahang Government in reference to the labour clause of our lease would necessarily have done so. As you are no doubt aware, this clause provides for the employment on the workings of a certain number of hands. This is inserted, very wisely, in all mining leases as a precaution against speculators acquiring such leases and holding them merely with a view to gaining an unearned increment on the value. Well, I am bound to confess that never, at any time in the history of the Company, have we been able to properly comply with the requirements of the Labour Clause, but the Government, so long as it saw we were endeavouring to develop our concession, did not press for a penalty or seek to unduly hamper us. They knew that we had put far more dollars into the soil than they were taking out, and they possessed their souls in patience. When, however, it became apparent to them that we were near the end of our resources, and that the efforts of the Company were confined to surface work (this has latterly been the case) then they became imperative, and they now require that we shall furnish sufficient capital to develop the concession or that we shall surrender the whole or at any rate a portion of our concession. They say it is imperative that we should surrender a very large portion of our concession and, as a matter of fact, we should lose very little by doing so. Since that was written, we have received another letter, from the Resident General at Pahang, dated 17th May, in continuation of some communication he had with Mr. Hughes while he was at Singapore. I will read the concluding portion of it. It says, in reply to Mr. Hughes's representations, "His Excellency, after full consideration of the subject, came to the conclusion that no extension of time can be given (that is, after September), but that if prior to the 1st Sept.

ember next the Pongom Mining Company apply for a fresh concession of, say, ten square miles within the area of their present concession, and can show that they can find sufficient capital for properly developing such concession their application will receive favourable consideration with a view to the issue of a lease under the minor enactments in force at the time, the existing lease being cancelled. Now, the existing lease will be cancelled in any case, because they do not intend continuing so large a concession without the enforcement of the labour clause, and that we can never comply with because we shall never, probably, have capital sufficient for that. With regard, however, to the ten square miles I may tell you that it would be possible to obtain nearly all the payable reefs—the lodes referred to by Mr. Hughes, with the exception of Mulumet and Sungai Rusa. You will see from this [pointing to a plan] that they are all in a straight line from here; this is the company's encampment so to speak. That extends due north, and within that area of ten miles we could embrace all the valuable reefs that are alluded to with the two exceptions. Therefore, I do not think there would be much loss, and we should be less weighed with this labour clause and be able to concentrate our efforts in a small space. This, gentlemen, therefore, is the position. We must either subscribe fresh capital or give up the lease and liquidate. The assets you possess are valuable if you intend to employ them, but I must point out to you that most of them are either of an unrealisable character or else that they can only be realised at a great loss. Thus you have at the mines roads, bridges and buildings, all of which cost much money to provide, but none of such assets would produce anything to speak of. Then the tramway, trucks, bullock carts, live stock, machinery, mill plant, timber, and stores would not realise anything like their cost. Finally the preference shareholders would take whatever small dividend there might be to receive. If, on the other hand, you decided to reconstruct you can start clear with a valuable property, a certain amount of plant ready to hand, a magnificent water power, and no liabilities beyond that represented by the shares, and you could write down the value of these to a figure on which it should not be difficult to pay dividends. I am not here to-day as a partisan. I am here to record your decision and see it carried into effect. I have endeavoured to make the alternatives perfectly clear to you. You will recognise without difficulty that there is no middle course open to us. Of course, we can do nothing definite to-day beyond taking a show of hands on the course that commends itself to you, and I should be glad to hear from shareholders which course they would favour—whether voluntary liquidation and winding up, or voluntary liquidation of the present company and then reconstruction and a transfer of all the property to the new company. Now, gentlemen, I should like to hear what you have to say on the matter before putting any resolution.

WINDING UP OR RECONSTRUCTION.

Mr. Joseph:—Has the Board any plan to put before the shareholders?

The Chairman:—Yes, Mr. Joseph, it has. The plan is simply this: to form a new company with a capital of \$500,000 in 100,000 ordinary shares of \$5 each, 42 paid up and the balance to be called up at the discretion of the directors. The capital to be issued as follows: 10,000 shares to the present ordinary shareholders in exchange for their existing scrip on payment of \$2 per share, with a liability of \$1 remaining, 18,000 shares, fully paid up, of preference shareholders in exchange for their \$1 share, and interest accrued thereon, 22,000 deferred shares of the value of \$3 each to be offered to the public at a small premium later on.

Mr. Joseph:—Don't you think it will be better to liquidate the company altogether, and leave the shareholders free to apply for shares if they like. Now they would be dragged into the car against their own wish. Possibly many of the shareholders would not like that plan.

The Chairman:—Of course, any plan that is suggested would have to be adopted by a majority—a three-fourths majority of the shareholders; but I am afraid it would be rather difficult to carry out the plan suggested by Mr. Joseph. More than that, you would lose a great deal of time, and time is a great deal. According to the notice we have received from the Pahang Government it fixes the date on which we must come to a decision as on the 1st September next. That does not give us very much time.

Mr. Joseph:—I want to know whether, supposing a shareholder agrees to your plan, and does not want to participate in the new company he is open to take or reject shares; or do you compel him to take them?

The Chairman:—We might purchase his shares at the market value.

Mr. Joseph:—Supposing he wants to leave his claim.

The Chairman:—He could do so.

Mr. Joseph:—It would not be compulsory on him.

The Chairman:—The shares would lapse.

Mr. Joseph:—Don't you think that, as an alternative scheme, we might escape the expenses of liquidation and the delay attending that, if there was to be another issue of preference shares on the same lines as the existing preference shares, but to have a second preference claim to them.

The Chairman:—Well, Mr. Hough, I should be very favourable to that if I thought there was any chance of their being subscribed.

Mr. Joseph:—The original 60,000 are not all taken up.

Mr. Hough:—The original preference shares. These preference shares have a prior claim on everything.

The Chairman:—Yes, they have.

Mr. Hough:—To avoid the expense of liquidation, which is an item to be considered, cannot the case be met by an issue of preference shares to have a second claim on the assets of the company after the existing preference shareholders. That has just occurred to me. I have no resolution to propose, or anything of that kind.

The Chairman:—I am afraid, Mr. Hough, that your proposition is quite impractical, and for several reasons. First, I might point out it would be very difficult to get the second preference shares subscribed, because they would only come after the present preference shareholders.

Mr. Hough:—I quite understood that.

The Chairman:—And the assets would not be sufficient to satisfy the first paid. In the second place, I am afraid the Pahang Government would say that any amount we could raise by second preference shares would be too small to carry on any development work on anything like a reasonable scale. You see, in mining on reefs you have to do a great deal of sinking. It would not be scratching the earth in the future; we should have to sink. I regret, personally, that Gubau was abandoned. It was abandoned by our late manager; indeed, it was abandoned before he was appointed, because it was thought they had gone deep enough and were tired of it, and it seemed to the Board, as well as to the miners, that other prospects were more practical. These patches were rich and promised well, they brought in specimens like we have here, rich in ore, and the prospects looked very good, and, naturally enough, they proceeded with them in preference to the deep mining at Gubau. Another reason for abandoning Gubau was its distance from the mill which rendered the transport of the ore very expensive and difficult, and the miners' houses were situated at a great distance, while the miner in charge got very disheartened because he was alone. He advocated giving up the shaft probably because he was tired of it to some extent, but, in any case, had we carried on at Gubau it would have been necessary to have made a tramway.

Mr. Hough:—With regard, Mr. Chairman, to your scheme for reconstruction, while we are on this preference share business, I suggest giving them fully paid up shares in place of the preference shares.

The Chairman:—Yes. Mr. Hough:—No, cannot those who have borne the brunt and burden of the day, and who are now holding fully paid up shares, cannot they get a few fully paid up shares, and the same concession be made to them. If you are going to start bleeding them again in just the old, sweet way you will have again difficulty in getting your money. You won't get it subscribed, sir.

The Chairman:—Yes, I know the difficulty. I see it all.

Mr. Hough:—If, say, some small concession be made to the present holders of fully paid up shares—perhaps one for every five, something of that kind—so that they will hold something.

The Chairman:—I don't know, Mr. Hough; but I was just thinking while you were speaking that something might be done in this way, although I am not very much in favour of it myself. The present ordinary shareholders might get \$4 shares and \$1 might be considered as already paid. I do not know whether that could be done. That is about the only thing I can think of. You see we have to concede something to the preference shareholders: we want to get them out of the way to clear the board. We only give them 18 instead of 30. I quite sympathise with the ordinary shareholder, but at the same time I do not see how it is possible to give any special consideration to him. Personally, I should be very pleased if I could. The whole thing is difficult.

Mr. Hough:—There are many on your registers who, for the last twenty years have been paying up and paying up, and now they are called on again without any concession having been given to them. The preference shareholders come in and they are being paid for their preference shares, and the accrued interest taken into consideration as well.

The Chairman:—That is in the nature of things. If you have debentures or preference shares you get the issue with your eyes open. You provide for it with your eyes open. We have done it, and we must stand the consequence.

After the shareholders had discussed the matter among themselves.

The Chairman said:—Well, gentlemen, we might put it to the preference shareholders that they accept two ordinary shares of \$2 paid up, and a liability of \$1.

Mr. Joseph:—I don't think they would accept it. Have you consulted the preferential shareholders as to whether they would agree to your terms? Supposing they say we won't accept them; we want cash. You cannot force them, can you?

The Chairman:—No, we cannot force them. I think the preference shares are held by a comparatively small number of persons, and we might call a meeting of them and see whether they would accept them. We could then take the views of the meeting.

Mr. Joseph:—Will the majority carry it?

The Chairman:—Of course the majority would decide the question. It is possible that a minority might refuse to accept it, but I think they would come under the clause of the Limited Liability Act, which would compel them to accept the market value of their shares and be paid off at that. I cannot tell you for certain; that is only an impression. If you have any concrete scheme to propose we shall be happy to receive it. In the meantime, what I would like now to do, and it is the only thing I can possibly do, is to take the sense of the meeting as to whether liquidation and reconstruction is most desirable. Then, on that resolution being passed it would bind us to nothing, but we could call a meeting and submit the resolution.

A Shareholder:—A meeting of the preference shareholders.

The Chairman:—We might, in the meantime, call a private meeting. If possible we would like something tangible to go upon. You see you go to this extent. If I propose a resolution, and put it to the meeting you pass it, or not, by a show of hands. Suppose I put a resolution in favour of reconstruction, the details to be decided hereafter, of course, you must bear in mind that anything you do only authorises us to take further action by calling a meeting, after consulting the lawyers and the sense we shall have determined. Before putting a resolution I should like to say that the Board will be glad if the shareholders would nominate two, or more of their number, to consult with, and assist, the directors with suggestions and advice as to the details and terms on which a new company be formed. Subject to that I would propose the following resolution, "That this meeting is in favour of voluntarily winding up the present company, and transferring same to a new company to be formed, terms and conditions to be arranged."

Mr. Joseph:—I beg to second that.

The motion was then put and carried unanimously, after which the Chairman announced that a private meeting would be called to receive the opinion of the shareholders on the subject. He thanked those present for their attendance, and the proceedings terminated.

COMMERCIAL.

SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—
Star Ferries (old) ... \$ 34 b.
do. (new) ... 248 b.
Hongkong Hotels ... 138 b.

RAUB MINING CO.

In the report of the Resident General on the Federated Malay States for 1903, the following remarks appear in relation to the Raub Gold Mining Co.:—

In Pahang the Raub Company and the Government have joined in sinking an experimental deep shaft to strike the lode, if it exists, at 1,500 feet. Good progress is being made under the careful supervision of the Company's Manager, Mr. Wainford Lock, F.G.S., M.I.M.M. It must be recognised that the Pahang fields are low grade, but there is reason to believe that with the cheap labour available, with improved means of communication and other facilities, they can with wise management be worked at a profit as regards both alluvial and lode mining. The total output of \$665,666, Pahang was 1,441 ounces, valued at \$165,666, as compared with 19,554 ounces valued at \$735,047 for the preceding year. The following figures give the results for the year at the principal gold mines now working in Pahang:—
Min. S. Tons crushed Ounces won.
Raub Australian Company 32,570 7,078
Malay Company 8,314 2,854
Kechau Gold Fields 1,910 499

TO-DAY'S EXCHANGE.

London Bank T.T. ... 109 1/2
Do. Demand ... 109 9/16
Do. 4 months' sight ... 109 1/2
France Bank T.T. ... 256
Germany Bank T.T. ... 183
India T.T. ... 134 1/2
Do. Demand ... 134 1/2
Shanghai Bank T.T. ... 88 1/2
Japan Bank T.T. ... 88 1/2
Singapore Bank T.T. ... 107 1/2
Java Bank T.T. ... 107 1/2

BULLION.

1 month's sight L.A. ... 91 1/2
5 months' sight L.A. ... 91 1/2
10 days' sight San Francisco & New York ... 44 1/2
1 month's sight ... 44 1/2
10 days' sight Sydney & Melbourne ... 11 1/2
1 month's sight ... 11 1/2
10 days' sight ... 11 1/2
1 month's sight ... 2 3/4
1 month's sight ... 2 3/4
1 month's sight ... 2 3/4
Bank of England rate ... 3 1/2

OPTIM QUOTATIONS.

To-day's quotations are as follows:—
Midway New ... 96 1/2
Old ... 1,03 1/2
Old ... 1,100 1/2
Old ... 1,220 1/2
Patina New ... 1,255
Old ... 1,260
Leaves New ... 1,220
Old ... 1,220
Persian Paper ... 900 9/10

Co-op's

Advertisements.

"SHIRE" LINE OF STEAMERS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
The Company's Steamship

"FLINTSHIRE,"
Captain J. M. Haffner, will be despatched for the above ports TO-MORROW, 2nd June, at 5 P.M.

FOR MARSEILLES, LONDON AND ANTWERP.
The Company's Steamship

"MONMOUTHSHIRE,"
Captain H. N. Vyvyan, will be despatched for the above ports, on or about FRIDAY, 3rd June, at 5 P.M.

The above Steamers have Superior Accommodation for Passengers.
For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 1st June, 1904. [675]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, HAMBURG, LONDON AND STRAITS.
The Steamship

"FLINTSHIRE,"
Captain J. M. Haffner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 2.15 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 1st June, 1904. [676]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANÇAIS.

SAIGON, SINGAPORE, PANAMA, COLOMBO, ADEN, EGYPTE, MARSEILLE, MEDERRASSAN, ANI, BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

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PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 14th June, 1904, at 1 P.M., the Company's Steamship "AUSTRALIEN," Captain Veron, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 13th June, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.

Hongkong, 1st June, 1904. [9]

Co-op's Advertisements.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-NIGHT, the 1st inst., at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st June, 1904. [664]

THEATRE ROYAL.

THIS SATURDAY AND MONDAY, JUNE 4TH AND 6TH.

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FAMOUS "FRIVOLITIES,"

ALSO IN

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"SCREAMING FARCES,"

"THE FELLOW THAT

LOOKS LIKE ME,"

"DIGNITY AND IMPUDENCE,"

AND

"MATRIMONIAL BLISS."

FREEAR is the man who made King Edward and Queen Alexandra laugh (on two occasions), he being of Siam, King, George of Greece, the Sultan of Turkey, and numerous other Potentates, and Princes in all parts of the world during the past 12 years.

FREEAR, will make you laugh here as his Sister Miss LOUIE FREEAR has made you laugh in London. He has crowded the Theatre before and hopes to do so again, for people will go a long way in any country to obtain a good wholesome evening's laughter. It is a rare commodity, not to be missed; it is the best of all Tonics; it makes you forget your toils and troubles, you forget your business obligations, you forget mourning over your depreciated dollars, and will resign yourself wholly, and solely, to jollity and unrestricted hilarity, and will return home to sleep in happiness and peace, to dream of the enjoyable evening you have spent. Book your seat at ROBINSON'S, where Freear's Credentials are on view with the Sultan's Gold Medal of "Fine Arts," presented to Freear by the Sultan in Yildiz Palace, Constantinople.

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Hongkong, 1st June, 1904. [665]

Intimation.



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MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.....	"DIOMED".....	On 1st June.
GLASGOW and LIVERPOOL.....	"NESTOR".....	On 11th June.
GLASGOW and LIVERPOOL.....	"STENTOR".....	On 13th June.
GLASGOW and LIVERPOOL.....	"KINTUCK".....	On 17th June.
GLASGOW and LIVERPOOL.....	"KEEMUN".....	On 25th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP.....	"DEUCALION".....	On 7th June.
GENOA, MARSEILLES & L'POOL.....	"TEENKAI".....	On 15th June.
LONDON & ANTWERP.....	"ACAMENON".....	On 21st June.
LONDON & ANTWERP.....	"YANGTSE".....	On 5th July.
LONDON & ANTWERP.....	"KINTUCK".....	On 19th July.
GENOA, MARSEILLES & L'POOL.....	"KEEMUN".....	On 25th July.

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FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"STENTOR".....	On 15th June.
S.S. "NINGCHOW" left Victoria, B.C. for Japan and Hongkong on 14th May.		
S.S. "HYSON" is expected to leave Victoria, B.C. for Japan and Hongkong on 10th June.		

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Hongkong, 1st June, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS. TO SAIL.

SHANGHAI.....	"FOOCHOW".....	2nd June, 4 p.m.
MANILA.....	"TAMING".....	3rd " Noon.
CEBU and ILOILO.....	"KAIFONG".....	3rd " 4 p.m.
SWATOW, CHEFOO and TIENTSIN.....	"CHIEHI".....	5th " "
SHANGHAI.....	"WHAMPOA".....	6th " 4 p.m.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"CHANGSHA".....	6th " "
KOBE.....	"CHINGTU".....	16th " "

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RUBI.....	2540	R. W. Almond.....	" " " " " " " "	SATURDAY, 11th June, at 10 A.M.
PERLA.....	1980	A. H. Notley.....	" " " " " " " "	" " " " " " " "

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Hongkong, 31st May, 1904.

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"NUMANTIA".....	4,370	" " " " " "	July 14th, " "
"NICOMEDIA".....	4,370	Wagner.....	August 14th, " "
"ARABIA".....	4,483	Bahle.....	September 14th, " "

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with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
5 P.M. and Sundays about 7.30 P.M.
FARE.—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5;
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class
Single Tickets, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF.—At the Western end of Wing Lok
Street.The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.
HONG ON & CO.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship
"YING KING,"Capt. Wm. Robinson, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.
1st Class.....\$3.00 for Single journey.
2nd " " 1.50 " " " "
3rd " " 1.00 each.
Meals.....1.00 each.
The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street,
WENDT & CO.,
Canton Agents.
Hongkong, 16th April, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

I. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton
at 9 P.M., on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong the
following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual.These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.
The Saloon is under European Supervision.

First Class European.....	\$8.00
Second Class European.....	3.00
First Class Chinese.....	1.50
Second Class Chinese.....	.80
Deck.....	.30

The Company's Wharf is at the end of Queen
Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.
Hongkong, 23rd March, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW".....	1,309 J. P. MARTIN.
"KWONG TUNG".....	1,238 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey.....\$4
Meals.....(Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as
above, on FRIDAY, the 3rd June, at 4 P.M.This Steamer has Superior Accommodation
for First Class Passengers, and is fitted through-
out with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 30th May, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,via PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG

1904.	About
"SATSUMA".....	6th June.
"RICHMOND CASTLE".....	24th " "
"ST. FILLANS".....	30th " "
"LOWTHER CASTLE".....	31st July.

For Freight and further information, apply to

DODWELL & Co., LIMITED.
Agents.
Hongkong, 31st May, 1904.

"SHIRE" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Company's Steamship

"MONMOUTHSHIRE,"

Captain H. N. Vyvyan, will be despatched for
the above Ports on or about WEDNESDAY,
the 8th June.This Steamer has Superior Accommodation
for Saloon Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

Agents.
Hongkong, 31st May, 1904.

Shipping—Steamers.

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"RAE ISSA"

will be despatched for the above Port, TO-
MORROW, the 2nd inst., at 4 P.M.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 1st June, 1904.

JAVA-CHINA-JAPAN LYN.

FOR BATAVIA, CHERIBON, SAMARANG,
SOERABAJA AND MACASSAR,
(Taking Cargo at through rates to all Ports in
Netherlands India).

THE Company's Steamship

"TILATJAP,"

Captain Kooops, will be despatched as above on
TUESDAY, the 7th of June, P.M.For information as to Passage and Freight,
apply toTHE HEAD AGENCY
of the Java-China-Japan Lyn,
Alexandra Buildings.
Hongkong, 31st May, 1904.HONGKONG METEOROLOGICAL
SIGNALS.

A NEW CODE.

We have received from the Hongkong
Observatory a new code of meteorological
signals which comes into force at Hongkong
on New Year's Day. They are the same as
those at present in use at Shanghai, and will
be hoisted on the mast beside the time-ball at
Kowloon Point for the information of masters
of vessels leaving the port. They do not neces-
sarily imply that bad weather is expected. The
signals are as follows:—A cone point upwards indicates a typhoon to
the North of the Colony.A cone point upwards and drum below indi-
cates a typhoon to the North-East of the
Colony.A drum indicates a typhoon to the East of
the Colony.A cone point downwards and drum below
indicates a typhoon to the South-East of the
Colony.A cone point downwards indicates a typhoon
to the South of the Colony.A cone point downwards and ball below
indicates a typhoon to the South-West of the
Colony.A ball indicates a typhoon to the West of
the Colony.A cone point upwards and ball below indicates
a typhoon to the North-West of the Colony.Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.Black Signals indicate that the centre is
believed to be less than 300 miles away from
the Colony.The above signals will, as heretofore, be
hoisted only when typhoons exist in such posi-
tions or are moving in such directions that in-
formation regarding them is considered to be of
importance to the Colony or to shipping leav-
ing the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad
weather in the Colony and that the wind is
expected to veer.Two lanterns hoisted horizontally indicate
bad weather in the Colony and that the wind is
expected to back.The signals are repeated on the flagstaff of
the Godown Company at Kowloon, and also,
by day only, at the Harbour Office and on H
M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching
typhoons by means of the Typhoon Gun placed
at the foot of the mast, which is fired whenever
a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.WEATHER-FORECASTS and STORM-
WARNINGS are exhibited on the above boards
daily about 11 A.M., and also at other hours,
day or night, whenever necessary. Informa-
tion of importance is also issued by "Express."
THE CHINA COAST METEOROLOGICAL
REGISTER is exhibited at the same places daily
about noon. It contains observations made at
Hongkong and at a number of stations in the
Far East, together with Remarks, Weather-
forecasts, and information regarding the exist-
ence and movements of typhoons based thereon.

SPECIAL INQUIRIES

Masters of vessels or their agents may,
whenever necessary, call at the Telegraph
Company's Office in Connaught Road and
send telegrams to the Observatory asking for
special information without charge. Such
inquiries may also be sent from the Police
Station at Kowloon Point which is connected
with the Observatory by telephone.THE LAW OF STORMS.
Further information concerning the weather
to be expected while signals are hoisted, and
sailing directions, are given in "The Law of
Storms in the Eastern Seas."F. G. FROD,
Acting Director,
Hongkong Observatory, 2nd January, 1904.HONGKONG AVERAGE MARKET
PRICES.

Corrected 1st June, 100 lbs. per 5 Mds.

BUTCHER MEAT.

	Conts.
Beefsteak & prime cut—Mei Lung Pa	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	13
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjoin—Ngau Lau	26
" Sausages—Ngau Yuk Chaung	26
Bullock's Brains—Know	9
" Tongue fresh—Ngau Li	45
" " corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	14
" Feet—Ngau Kerk	each
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Con	9
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai- tau-koek	75
Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	20
Pigs' Chittlings—Chi cheong	16
" Brains—Chi Know	per set
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	15
" Heart—Chi Sum	each
" Kidneys—Chi Yiu	7
" Liver—Chi Kon	24
Pork Chop—Chi Pai Kwat	23
" Corned—Ham Chv Yuk	—
" Leg—Chu Pei	24
" Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau	50
" Keok	each
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	22
Sucking Pigs, To Order—Chu Chai	10
Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	22
Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	30
Capons, Large, Small—Sin Kai	30
Ducks—Ap	21
Doves—Pan Kau	each
Eggs, Hen—Kai Tai	per doz.
Fowls, Canton—Kai	33
" Hainan—Hoi Nam Kai	28
Geese—Ngor	20
Geese, Wild Shanghai—Sheung Hoi Ye	20
Ngo	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	" "
Partridge—Che Khoo	" "
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
" Hoihow—Hoihow Pak Kup	23
Quail—Um Chun	25
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	70
" Hen—" Na	55
Wild Ducks, Shanghai, Sulap	pair
Teal, Shanghai, Sui Ap Chai	each
Wild Ducks Canton—Sang Shing Sui	—
Apea	per pair

FISH.

Barbel—Ka Yu	13
Bream—Bin Yu	14
Canton Fresh Water Fish—Hoi Sin Yu	14
Carp—Li Yu	13
Catfish—Chik Yu	13
Codfish—Mun Yu	8
Crabs—Hai	12
Cuttle Fish—Muk Yu	11
Dab—Sa Mang Yu	12
Dace—Wong Mei Lun	10
Dog Fish—Tit Tu Sa	6
Eels, Congor—Hai Man Yu	12
" Fresh water—Tam Sui Yu	13
" Yellow—Wong Sin	20
Frogs—Tien Kai	24
Garoupa—Sek Pan	45
Gudgeon—Pak Kup Yu	11
Hairbut—Cheung Kwan Yu	14
Labrus—Wong Fa Yu	13
Loach—Wu Yu	9
Loabster—Lung Ha	14
Mackerel—Chi Yu	22
Monk Fish—Mon Yu	22
Mullet—Chai Yu	14
Oysters—Sang Hoo	17
Parrotfish—Kai Kung Yu	11
Perch—Tan Loo	10
Pike—Fa Paw Poong	8
Plaice—Pan Yu	15
Pomfret, Black—Hak Chong	16
Pomfret, White—Pak Chong	24

Prawns—Ming Ha	28
Ray—Pei Pa Sa	7
Rock Fish—Sek Kaa Kung	12
Roach—Chun Yu	10
Salmon, (C'on), fresh water—Ma Yau Yu	26
Shark—Sa Yu	8
Skate—Po Yu	9
Shrimps—Ha	22
Snapper—Lap Yu	18
Soles—Tat Sa Yu	20
Tench—Wan Yu	13
Turbot—Cho How Yu	16
Turtles, small, fresh water—Keok Yu	50
White Bait—Ngau Yu Chai	—

FRUITS.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVI, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 4th June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 21st May, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Tremont	9,606	T. W. Garlick.	June 28
Lyra	4,417	G. V. Williams.	Aug. 4
Shammut	9,606	W. M. Smith.	Sept. 1
Tremont	9,606	T. W. Garlick.	Oct. 1
Shammut	9,606	W. M. Smith.	Oct. 1

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Tremont	9,606	T. W. Garlick.	Ab. June 8
Shammut	9,606	W. M. Smith.	Ab. Aug. 12

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shammut and Tremont have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 28th May, 1904.

Intimations.

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals for Rheumatism, Gout, Yellows and other ailments, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkable short-acting diuretic, removes all obstructions of the urinary organs, effectually suppresses inflammation, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found an astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary syphilis, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' health and ruin of wealth. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 is for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of daily excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Dispensaries and Chemists throughout the world. Price in England 2s 6d. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a facsimile of word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of H. J. Watson & Co., Limited, Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,

Hongkong, China and Manila.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars repaired on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANDIA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 5th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 30th May, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 1st June will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by the undersigned.

No Fire Insurance will be effected.

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 30th May, 1904.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by TUESDAY, the 31st instant, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN,

Agent.

Hongkong, 27th May, 1904.

Insurance.

NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904.

For Sale.

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE THE PEAK.

Apply to-- THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 20th May, 1904.

FOR SALE.

STEAM LAUNCHES, New or Second-hand.

For Particulars, apply to

RITCHIE & Co.,

39, Des Voeux Road.

Hongkong, 17th May, 1904.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for

GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG & Co.,

56, Lyndhurst Terrace,

Hongkong, 2nd May, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000 \$6,500,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/- = \$12.994 for half-year ending 31.12.1903	6 1/2 %	\$667 1/2 sellers
National Bank of China, Limited	4,453 750	£10	£8	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903 None	5 1/2 %	London 66 \$38 buyers \$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,415 \$906,872 \$900,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$550 sellers
China Traders' Insurance Company, Limited	24,070	\$83.33	\$25	\$151,092 \$331,342 \$322,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$63 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 65 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$186,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$9,000	\$110,551	\$15 for 1902	7 %	\$220 sellers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$0	\$125,075 \$7,591	\$3,9047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$85 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$150,000 \$633,000 \$149,409 \$140,000	\$41,538	\$1 1/2 for second half-year 1903	10 %	\$31 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£80 £100,000	£5,380	10/- for 1902	5 1/2 %	\$122 1/2 sales
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$22 1/2 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$71,855	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 1/2 sales
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$15,000 \$7,750	\$337	{ \$1.20 for year ending 30.4.03 } { 60 cts. }	{ 3 1/2 % } { 2 1/2 % }	{ \$33 buyers } { \$24 buyers }
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,775 \$18,000 \$130,163	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	9 1/2 %	\$135
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,000,000 Tls. 98,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	3 1/2 %	26/- sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 201,614	Tls. 865	Final of Tl. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 3 1/2 }	9 1/2 % 7 1/2 %	Tls. 48 sellers Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901	...	\$161 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,418	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 55 buyers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,317 } { Fcs. 159,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490 ex div.
Raub Australian Gold Mining Company, Limited	150,000	£1	£18 1/2	£4,873	Dr. £7,236	No. 12 of 1/-	...	\$7 buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 7 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8750	\$425,340	{ \$6 dividend and \$1 bonus for second } { half year 1903 }	6 1/2 %	\$215 1/2 sales
S. C. Farham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 5,500,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 %	Tls. 150 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,700,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$245 sales
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$4,936	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$195 buyers
Do. (Preference)	2,750	\$100	\$100	\$275,000	\$29,926	\$7 dividend	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$1,200,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 1/2 %	\$205 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$1,500,000 \$59,891	\$28,015	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$112 sellers
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,710 Tls. 59,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 250,000	Tls. 1,760	Tls. 18 for 1903	4 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$39,000	\$489	\$1 1/2 for 1903	4 1/2 %	\$30
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 Tls. 800,000	\$51,066	Final of \$6 making \$12 for 1903	7 1/2 %	\$159
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 2,600,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	{ Final of Tls. 3 & bonus of Tls. 2 making } { in all Tls. 8 for 1903 }	7 1/2 %	Tls. 109 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	...	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$36 buyers
Wei-hai-wei Land and Building Company, Limited	3,754	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	6 %	\$57 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 } { \$10,771 }	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$137 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000 \$20,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000	\$16,301	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$34 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 225,000	Tls. 1,496	Tls. 1 1/2 for the year ending 31.3.1903	1 1/2 %	Tls. 14 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	...	First year	...	Tls. 25
Tientsin Hotel, Limited	600	\$20	\$20	none	\$4,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 50
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$100,007 } { \$9,000 }	\$99,177	90 cents for 1903	7 1/2 %	\$12 1/2 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 31
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898	...	Tls. 24 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 32 1/2 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,189	4 % for 1897	...	Tls. 170 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the } { year ending 31.7.03 }	{ 4 1/2 % }	{ \$14 1/2 sellers }
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 } { Tls. 35,000 }	Tls. 1,091	Final of Tls. 3 making Tls. 6	10 %	Tls. 60 sales
Alhambra, Limited	300	\$200	\$200	\$4,100	\$57	\$125 for year ending 30.6.1900	...	\$200
Philippine Comp'y, Limited	7,500	\$10	\$10	...	...	First year	...	\$10
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$150,000	\$32,115	\$1.50 for 1903	4 1/2 %	\$28 sales
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$150,000 \$31,000	\$3,077	Interim of 50 cents for 1903	6 1/2 %	\$14 1/2 sellers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	13 1/2 %	\$7 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	8 1/2 %	\$94 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$5,000	\$1,171	\$80 cents for 1903	6 1/2 %	\$12 1/2 buyers
Hongkong Electric Company, Limited	30,000	\$0	\$5	none	\$3,453	{ 40 cents for year ending 30.4.1903 } { 40 cents }	{ 6 % }	{ \$7 1/2 buyers } { \$7 1/2 buyers }
Hongkong & China Gas Company, Limited	7,000	£10	£10	\$218 5 Tls. 100,000	£7,387	{ 1/2 div. and 2/- bonus for 1902 } { Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 }	...	...
Shanghai Gas Company, Limited	10,616	Tls. 50	Tls. 50	Tls. 108,772	Tls. 7,548	making Tls. 8 1/2 for 1903	7 1/2 %	Tls. 115 buyers
Shanghai Waterworks Company, Limited	7,703	£20	£20	Tls. 108,772	Tls. 7,369	Final of 37/6 making 52/6 for 1903	8 %	Tls. 385 sales
Tientsin Waterworks Company, Limited	2,000	T.Tls. 10	T.Tls. 10	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	T.Tls. 12 1/2 sales
Tient-in Native Guy Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	T.Tls. 130 1/2 sales
Hall & Holt, Limited	21,000	\$20	\$20	\$180,000	\$13,104	Final of \$ 1/2 making \$ 1 1/2 for 1903	12 1/2 %	\$28 buyers
La-e, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	Final of 17 making \$12 for year ended 29.2.04	10 %	\$120 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$140
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$75,000	\$10,577	\$3.75 for 1903	7 1/2 %	\$48 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$5,000	\$5,844	Final of \$12 making \$16 for 1903	7 1/2 %	\$215 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	...	\$7 1/2 for second half year 1903	9 1/2 %	\$160 sales
Hongkong High-Level Tramways Company, Ltd.	1,210	\$100	\$100	\$120,000	\$4,283	\$20 for year ending 30.1.1903	7 1/2 %	\$280 sales
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$10,000	\$3,020	\$5 for year ending 31.7.1.03	8 1/2 %	\$14 1/2 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	8 %	\$37
Bell's Asbestos East-Asian Agency, Limited	8,604	12 1/2	12 1/2	none	\$1,100	None	...	\$5 sellers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	...	\$11,000	{ 90 cents for year ended 31.5.1903 } { \$10.70 }	{ 8 1/2 % }	{ \$10 1/2 buyers }
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 1/2 %	\$16 1/2 buyers
China Light and Power Company, Limited	15,000	\$10	\$10	none	Dr. \$27,053	None	...	\$52 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	8 1/2 %	\$10 1/2
Maatschappij tot Mijn- Bosch- en Landbouwen- plooiing in Langkat	25,000	Gs. 100	Gs. 100	Tls. 3,469	Tls. 27,187	First quarterly of Tls. 10, paid 15.3.04	13 1/2 %	Tls. 310 buyers
Shanghai Horse Bazaar Company, Limited	5,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 71 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1903	9 %	Tls. 120 sales
Central Stores, Limited	600	\$15	\$12	\$1,000	\$1,253	Final of \$1.20 making \$ 1.70 for 1903	13 1/2 %	\$30
Do. (Founders)	123	...	...	...	...	...	...	...
E. L. Mondon, Limited	7,700	Tls. 50	Tls. 50	none	Tls. 3,525	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 64 sales
Kata Brothers, Limited	10,000	\$100	\$100	\$10,000	...	\$10 for 1903	7 1/2 %	\$155 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	{ \$1 div. and 25 cents bonus for half year } { ended 30.6.1903 }	8 %	\$14 1/2 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$12,500	\$7,706	\$5 div. and \$2 1/2 bonus for 1903	8 %	\$27
Maynard and Company, Limited	2,000	\$10	\$10	none	...	\$20 for year ended 31.10.1903	8 %	\$20
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	10,000	\$50	\$50	...	...	First year	...	\$35
South China Morning Post Limited	6,000	\$25	\$25	...	...	First year	...	\$35